

FORMULA II STOCK CAR RACING



WE'RE READY — ARE YOU?

NORWICH STADIUM
SATURDAY, 21st OCTOBER 1961

OFFICIAL PROGRAMME — 1/-

FORMULA II STOCK CAR RACING

BY FORMULA II STOCK CAR COMPANY

INTRODUCTION

All over the world the word Sport has always typified the British as somewhat original in their style and character. In football, cricket and other games developed by the people of this island, and their many counterparts dispersed throughout the world, there has always been a retention of the purpose of sport as opposed to sport for principally financial gain.

We feel that we have hit a distinctly happy medium in that Formula II Cars remain semi-professional. Our drivers obviously need expenses to finance their cars and the prize money is, in the main, the means to this end. Therefore Sport overrides the hard business head, and the winners and the losers retain the art of sport in a very happy union and atmosphere.

Upon perusing history, Nuffield, Renault, Austin, Rolls, Bentley and so many others achieved their ends from very small beginnings, always researching, and not always in the light of public glamour or the gaily coloured end product. Many hours of arduous work, failures, hardships and setbacks go unprinted.

The Formula II cars gain no prestige from any style of facial make-up, but this makes positive the intention and enthusiasm prevailing in this field.

Who can foresee what the future may bring forth from this delightful sport and entertainment? Will it be a future schooling for pre road driving with greater skill?

Come may argue that this type of driver, his personality and ego are far from this.

But today we have paratroopers of great daring also.

The material needed here is not showmanship, but considerable courage with a very cool and alert reaction.

As has been proved of all our noted Test Pilots in the field of aviation (and for whom our destiny owes a considerable debt) the material from which they arise is far from showmanship. What greater application could the youth of today give with their spare hours than Formula II racing? The skill and modifications by their own personal ingenuity may well give to us the perfect motor vehicle of the future: skidproof, unrollable and almost accident proof.

To take a standard type of motor car into the tracks and subject them to the tests one sees, with less injuries than those recorded by football, is testimony in itself.

Most important of all — this Sport is a Healthy One which must ultimately reflect in the personal character of all those taking part.

“CRIMOND.”



I SUPPOSE EVERY MOTORIST IN THE WORLD HAS A LITTLE BLACK DEVIL HIDDEN SOMEWHERE DEEP WITHIN HIM.

The urge to "nudge" the bloke in front; the chance of hurtling **INSIDE** a fellow driver on a sharp, dusty turn; the odd thrill of actually piling up in a hotch-potch of dented wings and battered carriage-work.

This year that little black devil has really come out into the open. He's wagged his tail, waved a magic wand

and produced . . . Formula II Stock Car Racing. And this kid-brother of the rocket-powered biff 'n' bang brigade has really captured the imagination of thrill-punchy crowds up and down the country.

IT COULD BE YOU

Because these cars — and drivers — COULD be Mr. Average Motorist. You can easily imagine it's yourself. Out on a glorious spree.

They are only little cars — nothing more than 1200 cc. — but, brother, do they put on a spectacular show. The emphasis is on speed and spills and patrons at Ipswich can expect both these ingredients in large dollops.

These "Baby Basher" Boys are real keen. So are their wives! Pretty well everywhere they go, you find the mechanically-minded Missus sitting in the pits, swift with criticism and a helping hand.

INSIDE THE FENCE

by Les Eaton

Welcome to Southampton Stadium and our first presentation of Formula II Stock Car Racing. Many of you will have, no doubt, viewed this wonderful sport at other Stadiums throughout the country where we have had pleasure in presenting this thrilling entertainment. For those of you who are watching for the first time, may I tell you that these miracle cars are limited to 10 H.P. up to and including the year 1948. Rules of Racing are similar to those of their big brothers. Safety regulations and so on are the same. We present this sport as an entertainment that every person can afford to join in. No special qualifications are required other than nerves of steel and the means of preparing the vehicle. You may decide, after seeing to-night's grand array, that you would like to have a spin at our next meeting here. Well, why not? Specifications can be obtained from the Officials around the Stadium, or drop a line to our Office at Aldershot; we shall be very pleased to hear from you.

Tonight we are very pleased to present most of the Star Drivers in this country, Stan Ingle, Tony Maidment, Jan Scott (World Champion), Tommy Tucket, most of which have travelled throughout the night to arrive at this raceway, and given you, which I think you will agree, one of the most thrilling spectacles of present day entertainment.

So my friends, Frank Howlett (Starter) is ready on the starting jeep, Jumbo. Allen (Pit Marshal) gives a wave from the pits, Gwen Cecil (Lap Scorer) gets her pen ready, Johnny O'Connor (Commentator) takes his "mike" in hand, Roy Cecil (Accountant) says we have taken enough to pay the drivers, so that only leaves me to finish sweeping the track and let's go, **FORMULA II STOCK CAR RACING.**

HEAT 1. (20 Laps)

Car No.	Driver	Town
F 37	M. Smith	Berks
F 21	F. Swansborough	Hants.
F 32	P. Trigg	Surrey
F 23	R. Chipling	Surrey
F 149	Pat Cross	Hants
F 58	R. Francis	Surrey
F 132	Dave Green	Sussex
F 102	R. Ross	Sussex
F 106	D. Crittall	Sussex
F 80	S. Verral	Hants
F 16	M. Egan	Surrey
F 77	M. Ashwood	Kent
F 119	R. Wooderson	Surrey
F 81	W. Richards	Sussex
F 134	Stan Robert	Middx
F 19	J. Miles	Berks
F 112	P. Godsmark	Sussex
F 121	G. Pinnells	Surrey
F 52	R. Salbury	Sussex
F 25	D. Garner	Sussex
F 34	D. Mason	Sussex
F 101	T. Lower	Sussex
F 177	D. O'Connor	Essex
F 89	R. Gostage	Hants
F 75	J. Funnell	Sussex
F 180	J. Field	Berks

HEAT 2. (20 Laps)

Car No.	Driver
F 95	Jan Scott
F 46	Tony Dymott
F 17	Tony Maidment
F 15	C. Weller
F 11	R. Williams
F 5	M. Paul
F 29	B. Williams
F 60	L. Gunner
F 163	John Hunt
F 41	E. Taylor
F 168	D. Wilbore
F 84	P. Murray
F 143	Mike H. Stephen
F 65	P. Linfield
F 18	E. Ray
F 147	John Hazell
F 133	D. Blake
F 79	D. McGlinchley
F 157	P. Swansborough
F 128	R. Job
F 136	R. Wheeler
F 13	T. Wyllie
F 56	Ron Coates
F 140	S. Tanner
F 194	D. Burt
F 189	Gerry Clay

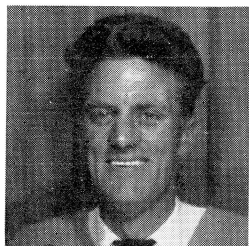
RESULTS : 1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Transfer First SIX to Final

RESULTS : 1st.....

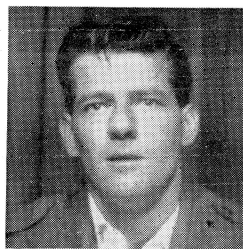
4th.....

Transfer First

Dusty Miller, age 34 years, of Hailsham Motor Cycles, Sussex, is one of Formula II's busy drivers. From Stock Cars to Brands Hatch astride a motor cycle at even greater speed, back to his self-made business and Stock Cars. Ex-R.N., Dusty carries the quiet seafarer's approach to all the usual threats and risks involved upon the Tracks, with the Hall Mark of experience and skill necessary to successful drivers. **F50**



Arch Hazell, age 34, of Hazell Autos, Brighton, married, with many supporters. Likeable Arch with a ready-made grin for everyone, makes all those who have failed to defeat him feel pleased about it—afterwards. What better than a licking with pleasure, or a loser with a grin? Arch, schooled in "Big Un's," finds Formula II's something that pleases all his family. **F39**



Tony Maidment, in his late 20s, married, with a new Maidment quite recently, comes from Camberley, Surrey. Here is a man who says the word "impossible" when included in the alphabet misled the world. This tall dark driver has moved through the colours to rest his laurels upon the gates of the World Final with the rest of the crack drivers of the world. A driver with a very good record. **F17**



Jan Scott, 43, born in Brno, C. flew Spitfires with 310 Squadron. us after the war, ing the name, for Scott. M baby daughter, pleased with " as her father's has the type of coupled with, tracts many sup

		HEAT 3. (20 Laps)		
Town		Car No.	Driver	Town
Sussex		F 68	Tommy Tucker	Sussex
Berks		F 2	Stan Ingle	Godmanchester
Surrey		F 39	A. Hazell	Sussex
Middx.		F 3	T. Newman	Godalming
Surrey		F 30	D. Roomes	Middx.
Hants		F 164	Brian Roberts	Middx.
Surrey		F 91	J. Hancock	Hants
Surrey		F 172	Bob Waite	Hants
Oxon.		F 125	I. Harben	Hants
Sussex		F 156	L. Gardiner	Sussex
Essex		F 151	S. Welland	Surrey
Surrey		F 166	Carl Denham	Essex
Sussex		F 167	Bill Leggett	Essex
Sussex		F 100	L. Heades	Middx.
Hants		F 6	R. Spragg	Surrey
Surrey		F 169	A. Baker	Sussex
Surrey		F 130	A. J. Bradford	Hants
Sussex		F 36	A. Trower	Middx.
Sussex		F 182	R. Tanswell	Hants
Sussex		F 116	B. Francis	Surrey
Sussex		F 193	D. Smith	Surrey
Middx.		F 175	L. Cox	Berks
Berks		F 142	F. Evison	Herts
Sussex		F 90	D. O'Brien	Surrey
Hants		F 51	E. Hynes	Sussex
Hants		F 158	F. Funnell	Kent

2nd..... 3rd.....

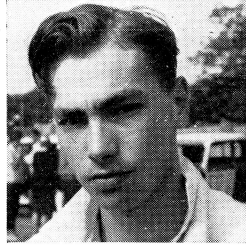
RESULTS : 1st..... 2nd..... 3rd.....

5th..... 6th.....

4th..... 5th..... 6th.....

SIX to Final

Transfer First SIX to Final



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Eric Taylor, married, age 39, cf Hindhead, Sussex, Garage Proprietor. The label of "iron man Eric" is no myth. Jujitsu expert, Airborne Glider Pilot in the last war, Trick Motor Cyclist. States: "I have tried many sports, but Stock Car Racing in Formula II gives me enjoyment and thrills. **F41**

Stan Ingle of Godmanchester, Cambs. Age 31, married, with three children. Veteran of Stock Car Racing, Top Scorer with Trophies. Never been overturned. Keen blue eyes that look straight and determined — a pocket-sized Fangio. **F2**

Tony Dymott, South African, age 19 years, now of Caversham, Berks, experienced in Agricultural Engineering under the auspices of his father — quiet nature with the methodical touch needed in tight corners — a most persistent lad with a set mind: The Championship. **F46**

CONSOLATION 20 LAPS

Car No.	Driver	Town
1.		
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16.		
17.		
18.		

RESULTS: 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
To Final.

GRAND FINAL

Car No.	Driver	Town
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18.		

RESULTS: 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

HELTER SKELTER

Car No.	Driver	Town
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18.

RESULTS : 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

ADMINISTRATION STAFF

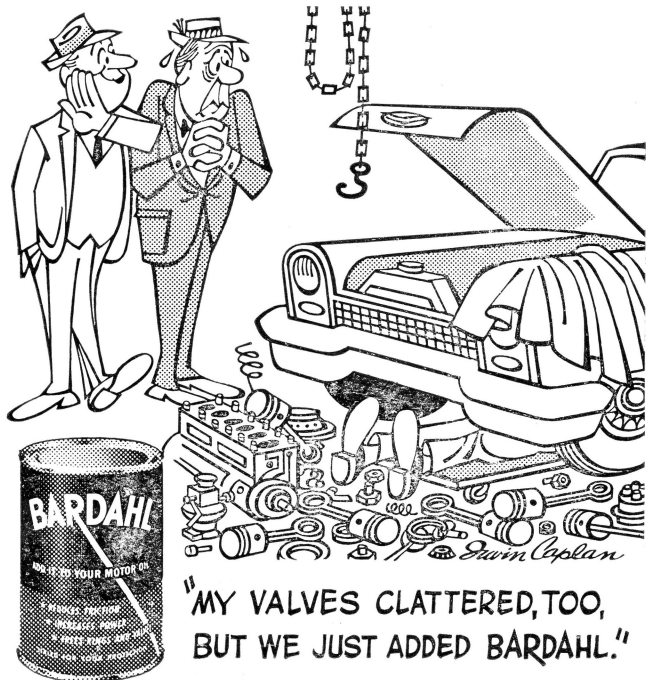
GENERAL MANAGER	-	-	-	-	-	-	-	M. A. EATON
SECRETARY AND ACCOUNTANT	-	-	-	-	-	-	-	R. CECIL
PUBLICITY MANAGER	-	-	-	-	-	-	-	F. HOWLETT
MANAGER (LICENSED BARS)	-	-	-	-	-	-	-	F. SMITH
PIT MARSHAL	-	-	-	-	-	-	-	J. ALLEN
RECORDER AND LAP SCORER	-	-	-	-	-	-	-	GWEN CECIL
COMMENTATORS	-	-	-	-	-	-	-	JOHNNY O'CONNOR
								LES EATON
SCRUTINEER	-	-	-	-	-	-	-	J. BEARMAN
CLERK OF THE COURSE	-	-	-	-	-	-	-	L. W. EATON
OFFICIAL STARTER	-	-	-	-	-	-	-	FRANK HOWLETT
TECHNICAL ADVISER	-	-	-	-	-	-	-	W. S. MUNRO,
								A.R.A.S., M.Inst.B.E.

NOTICE

“Stock” Car Racing is dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the Stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the re-run meeting. In no circumstances will any money be refunded.

Betting is absolutely prohibited at “Stock” Car Meetings.

The Management reserves the right to make alterations or additions to the programme.



"MY VALVES CLATTERED, TOO,
BUT WE JUST ADDED BARDAHL."

BARDAHL

THE ADVANCED OIL ADDITIVE

Bardahl — the "all-liquid" additive — does not contain graphite, molybdenum disulphide or solids of any other kind. It is a blend of oil soluble compounds which, when subjected to friction or heat, deposit a permanent protective film of enormous molecular strength on all the bearing parts of your engine. Whether stock car racing, rally driving or just touring, you will find these greatly superior lubricating qualities give you a lot more power, far less wear and more miles per gallon.

OBTAINABLE THROUGH HALFORDS, LEADING GARAGES AND ACCESSORY STORES